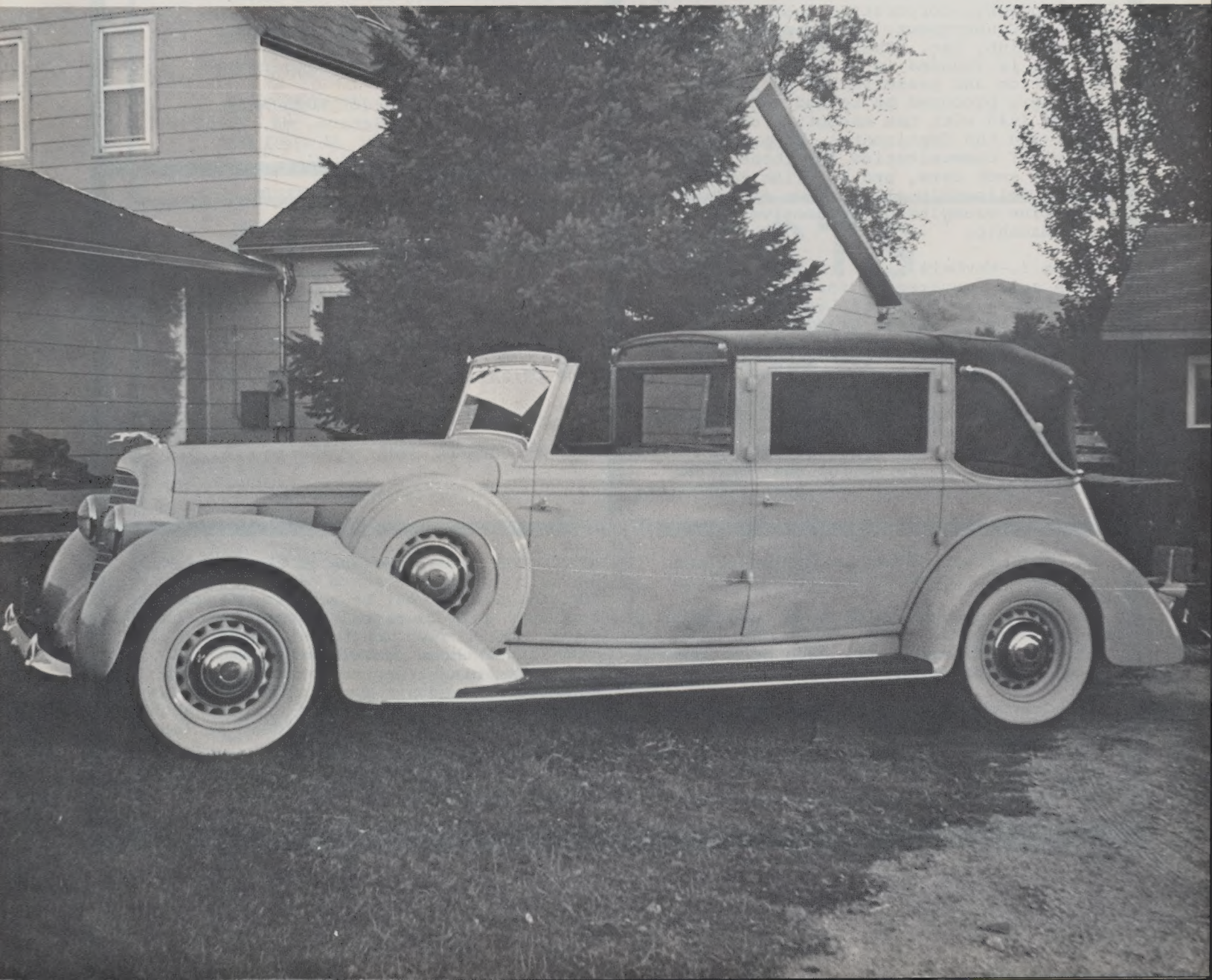


# *The* FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

MAY-JUNE 1977

VOLUME 16 NUMBER 3





THE FORK & BLADE is published bi-monthly by The Lincoln Owners' Club at 821 West Chicago Street (Box 189) Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

## THE FORK AND BLADE

THE FORK AND BLADE is the official publication of The Lincoln Owner's Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information to club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

## CONSTITUTION OF THE LINCOLN OWNERS' CLUB, INC.

### Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

### Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

## BOARD OF MANAGERS

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Crystal Lake, Ill. 60014  
H 815-459-2888, O 312-658-4588

### 1931-1939: JIM BRANNON

2215 Dartford Rd.  
Richmond, Va. 23229  
804-270-0433

## BYLAWS

1. The principal office of this club shall be maintained at the office of the president.

2. The president shall have custody of the club seal.

3. The officers of the club must approve all applications for membership in this club.

4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00.

5. Dues for active members shall be **\$10.00 per year.**

6. Dues will be charged for the fiscal year beginning February 1st.

7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.

8. These bylaws may be amended at any annual meeting by majority vote of the members present.



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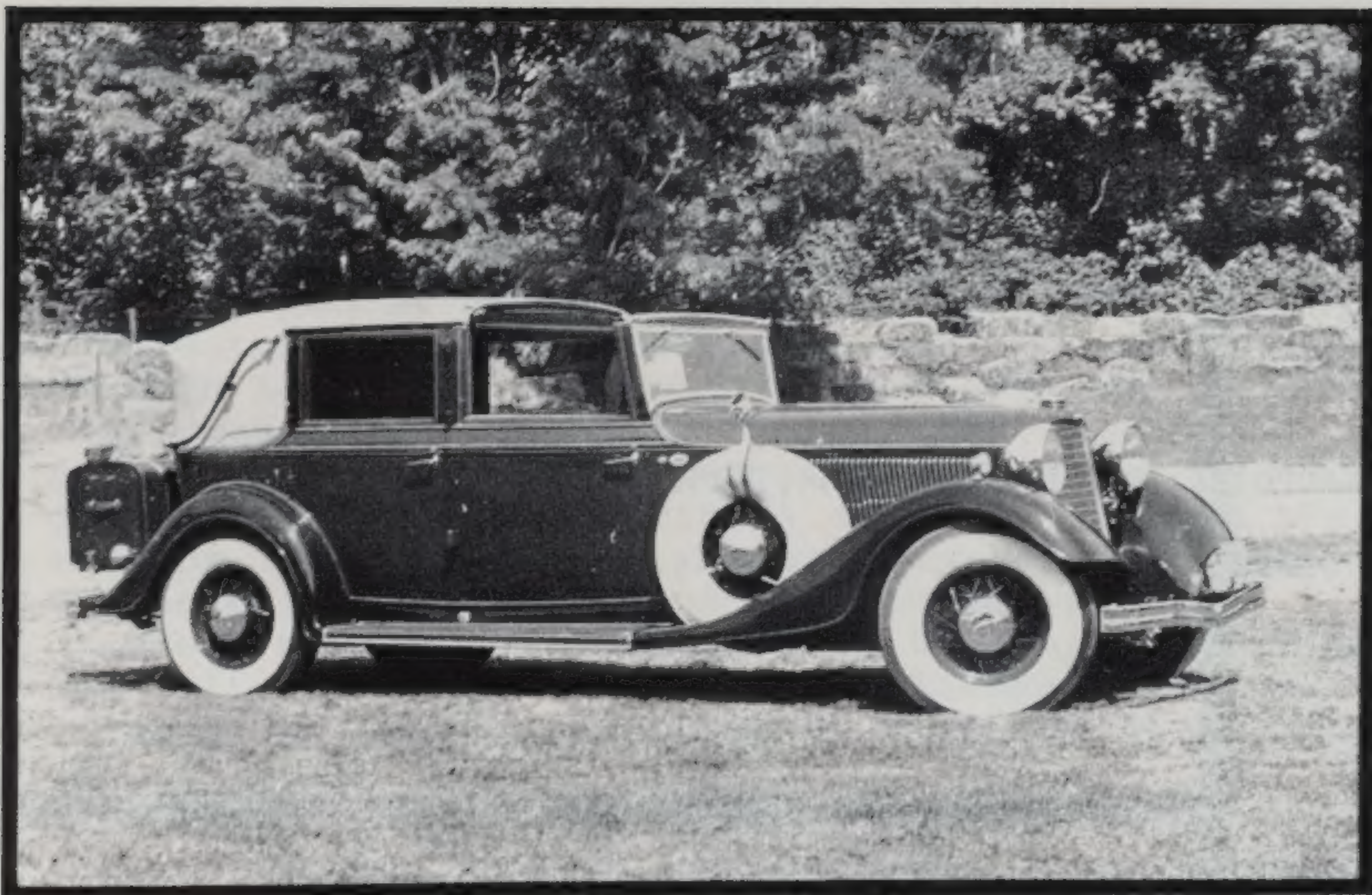
## CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS . . . . . \$ 30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS . . . . . 25.00
3. AUTHENTIC COVERS FOR 1924-35 LINCOLN SERVICE BULLETINS . . . 5.00
4. L LINCOLN SHOP MANUAL, Available NOW . . . . . 20.00
5. 1921 LINCOLN SALES CATALOG, When Available . . . . . 5.00
6. 1931-1938 CHASSIS PARTS CATALOG, (on 4 microfiche cards). . . 5.00
7. 1931-1937 BODY PARTS LIST CATALOG, (on 8 microfiche cards). . 5.00

Items #1-4 are available for immediate delivery. Items #6 and 7 are being reprinted and are now, or will be soon, available. The 1921 sales catalog, item #5, may not be printed if more orders are not received. Mr. Henry Harper has been given a supply of the club projects and will be filling your orders from now on.

If you have any questions or problems regarding the club projects let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent.





LINCOLN OWNER'S CLUB ANNUAL MEET  
AUGUST 5-6  
DEARBORN, MICHIGAN

The meet headquarters will again be The Dearborn Inn, which is walking distance from the Henry Ford Museum and Greenfield Village. The Lincolns will be displayed for admiration and judging on the green near Swanee Park. This year we are planning a Flea Market for you to sell, buy, or trade any spare parts you may have laying around your garage.

SCHEDULE OF EVENTS:

Friday, August 5 - Flea Market

Get ready to bring any or all of your spare parts NOW! Booth rental information will be included on the registration form.

Friday evening - Cocktails, cash bar, and dinner at Heritage Hall.

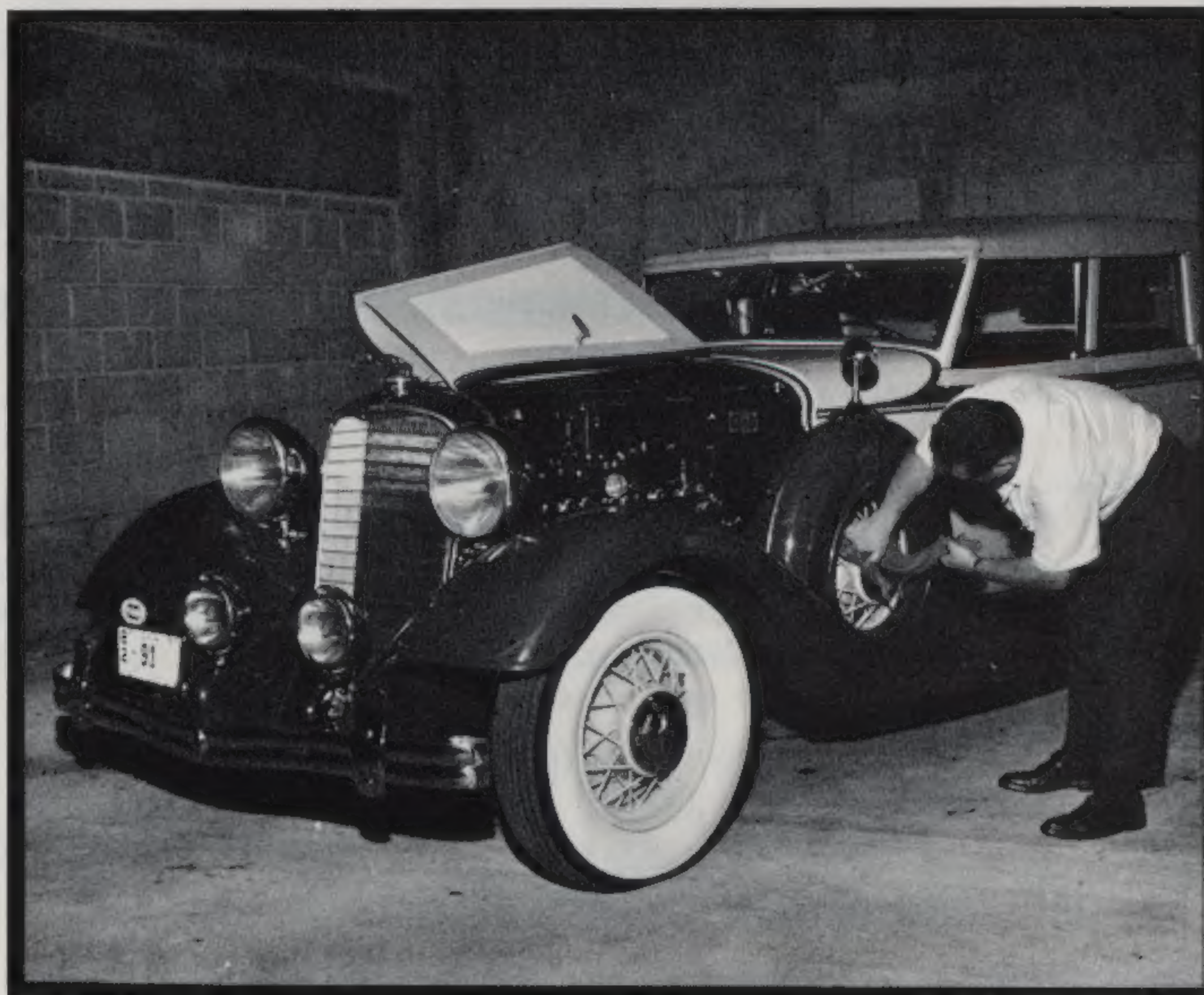
Saturday, Aug. 6 - Tour to Greenfield Village, judging of Lincolns and afternoon of fun at Greenfield Village.

Saturday evening - Cocktails and Awards Banquet followed by dancing.

REGISTRATION FORMS WILL BE MAILED!

## GET READY FOR DEARBORN '77

Above is Roy Warshawsky's 1933 KB, Brunn Landauet Town Car as shown at Dearborn in 1975. At left is Pat Quail putting the final touch up on his 1933 KB, Dietrich Convertible Sedan. Both cars are C.C.C.A. seniors and also good examples of what you will see at Swanee Park during Dearborn 1977.





## Cleaning out Fibber McGee's closet

Below is a list of names for which Jo Meyer needs addresses. If any of our readers can help us find these people PLEASE let us know.

Adam A. Wantuck	Ronald A. Kvasnica
Micheal George Amador	Robert Cleary (the check
Howard P. Eggenberger	had at the top, Tegucigalpa,
	Honduras. No street add.)

The following is a letter received from a gentleman from France who is not a member.

Dear Sirs,

Like you, I am an old car lover and I am thinking of selling some of my collection.

1935 Talbot T 110, 6 cyl., Berline  
1926 Torpedo Berliet, 5 seats, wood wheels  
1949 Salmson S4E Coupe  
1933 Citroen Rosalie Berline  
1925 Peugeot 190S, with golding roug  
1934 Peugeot 201 B Coupe  
1934 Hotchkiss Cabourg Berline

All these cars are sound and in perfect state. Like your Canadian neighbors who are now my clients already, I stay at your entire disposal for further information.

Jacques Richart  
50, rue Sully/angle Créqui  
69006 LYON - FRANCE

The following is a letter received from a gentleman from Florida who is not a member.

Dear Sir,

I have a Mark III in immaculate condition which I would like to sell.

The car was delivered to me on June 6, 1968, and as you know, that makes it one of the first dozen Mark III's that were produced. It has approximately 55,000 honest, original miles. It has never been in an accident and is always kept in a garage when not in use. It is completely equipped, air, stereo, power, etc.

Charles V. Eaton  
Office 305-783-0183 22 Yawl Drive  
Home 305-783-9037 Cocoa Beach, Florida 32931

Robert Scoon is still trying to locate Mr. Corriher. Mr. Corriher was last known to be in Landis, N.C. If you have any info on Mr. Corriher, please notify Mr. Scoon (1624 Perkins Drive, Arcadia, California 91006).

There will not be a roster going out this year.

Mr. Robert L. Washburn Sr., (P.O. Box 7039, Tulsa, Okla. 74105) writes "I have been restoring Lincolns for the T. L. Osborn Museum for 10 years, if I can be of any help, please let me know."

The VINTAGE AUTO ALMANAC sent the F&B a press release that is passed on to you, the members, as it may be of interest to you.

VINTAGE AUTO ALMANAC, a publication of Hemmings Motor News, is preparing its 1978 edition.

All persons or firms serving the old car hobby, including all clubs, museums, car dealers, parts dealers, vendors of literature, accessories, tools, paints and other supplies, salvage yards, and all services will be listed in the directory FREE OF CHARGE. All you have to do is send a post card with your name and address to:

'78 Almanac Questionnaire  
Box 945

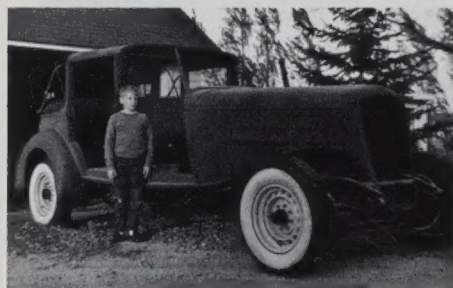
Bennington, Vermont 05201

The people at the ALMANAC will then send you a questionnaire for you to fill out and return to them.

Have you seen the June 1977 issue of CAR CLASSICS?? It features twenty-one pages of color pictures and stories on our kind on car, LINCOLN.

On page 13 of the May/June '76 F&B is an announcement for the 1976 Dearborn Meet. On page 12 of the same issue is the picture of a Lincoln under restoration, titled "Mystery Car". The owner came forward and subsequently agreed to write a cover car story for the F&B. Therefore, the May/June '77 F&B has an announcement about Dearborn and some pictures of a 1936 Lincoln "mystery car", revisited. The following two letters lead us into the Cover Car Story featured in this issue.

We are again in need of Cover Car Story material. It would also be nice to have some brief fill type information like tech. tips, parts sources, part interchange, "how to do it" info., who can do it info., and so on. I have lots of cartoons and jokes but it does seem like a waste of valuable space, at times. If you don't like to see cartoons, send me some fill material.



Dear Jim,

What a surprise when I saw the "mystery car" in the latest issue of the F&B. That is how my 1936 K, Lincoln looked at about 1968 when we lived in River Falls, Wisconsin. Where in the world did you find the photo?

Enclosed is a picture of it as it looks now. It is a 1936 K, semi-collapsible cabriolet town car, with body by Brunn. It is serial no. 5686 and is the second of ten built in '36 and is the only one listed in the C.C.C.A. roster.

Art Blade

Dear Art,

Thanks for the 8 X 10 B/W photo and your note. Your car sure looks nice now.

How about some more "in process" pictures and a cover car story? You could write about how or why you got the car, what history you know of it, and any helpful hints you might have.

Jim Elliott

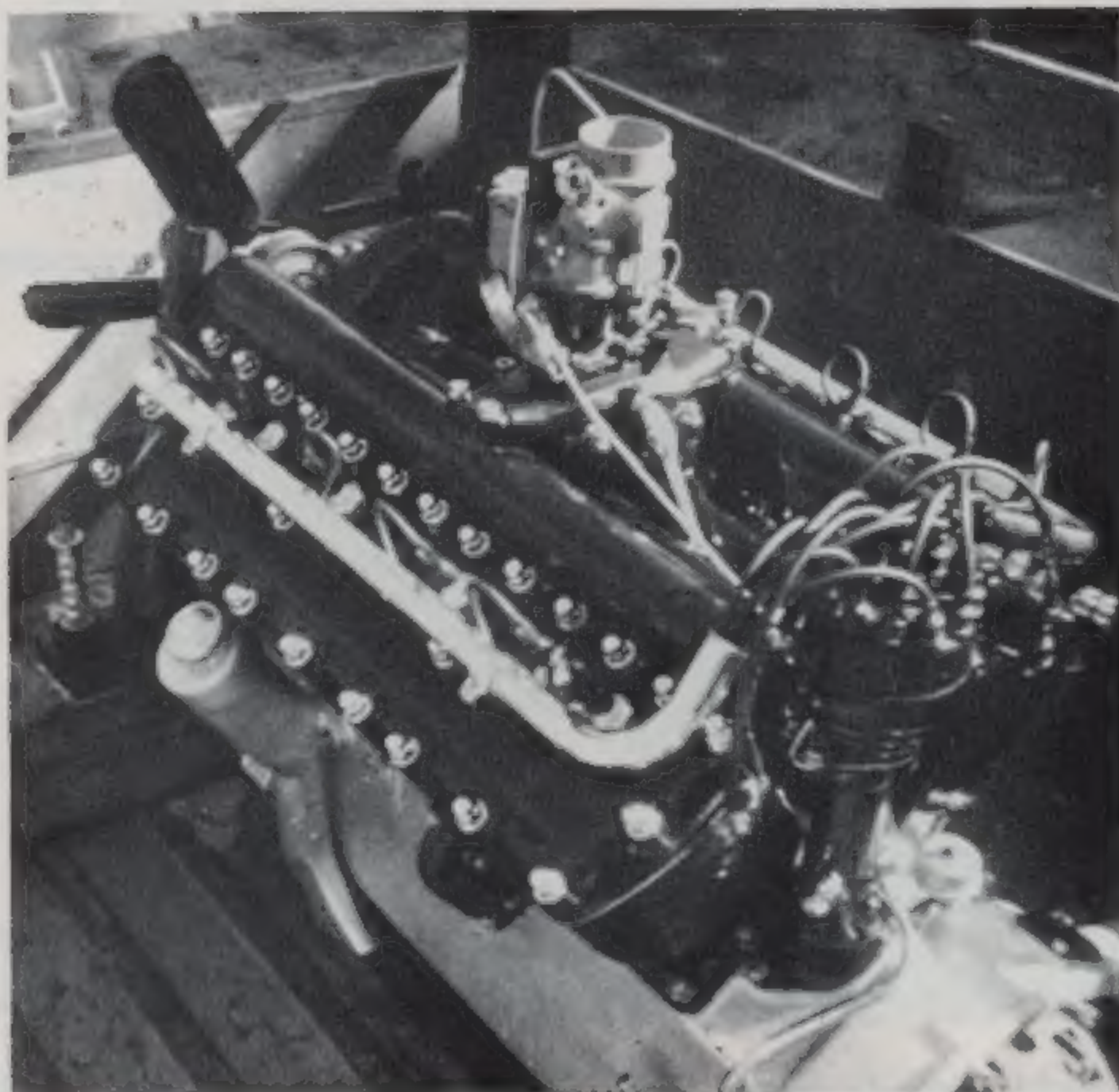


# Feature Car

Art Blade

When I first saw my 1936 Lincoln, semi-collapsible cabriolet town car in the dim light of its walkout basement garage, I could see the lines of a thoroughbred even through the layers of dust, broken windows, bent fenders, and ragged top and upholstery. What was to be a restoration taking three years, has stretched twelve long years, and though not completely finished, I have begun to enjoy the thrill of driving a classic Lincoln. Lack of time, lack of money or both accounted for the long restoration. Much trouble was because of badly rotted body wood and an engine with both blocks cracked, problems that appeared when the car was taken apart.

Being an ex-bodyman, I did all my own metal work, wood work, and painting. I started out with the bare frame on blocks in the back yard. The upholstery and top leather work I did after having the piece-work stitched by a local upholsterer. The engine was farmed out to a professional restorer.



The engine was farmed out to a professional restorer

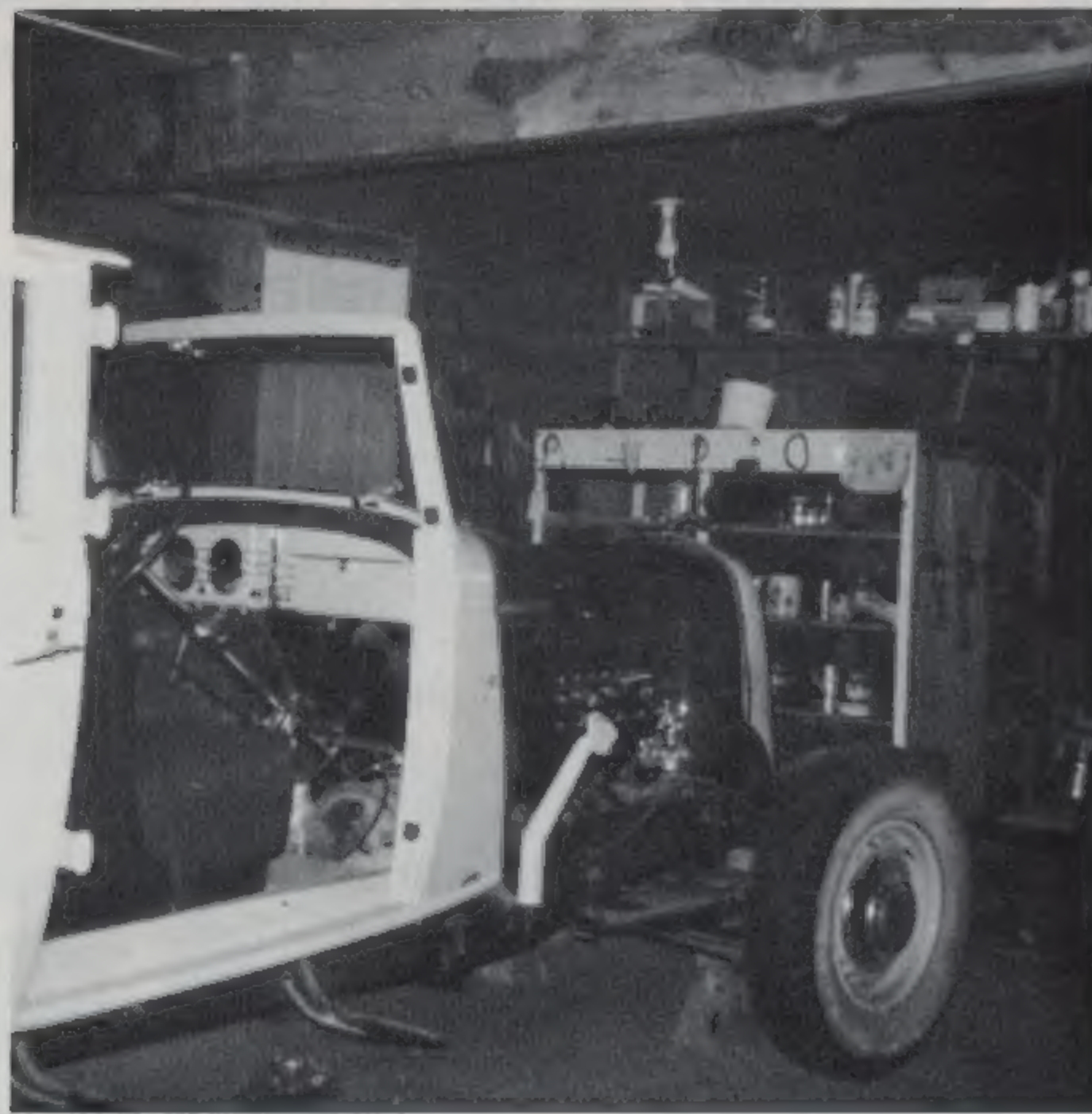
The twelve years of frustrating but rewarding technical rebuilding were heightened as my family and I became intrigued with reconstructing the history of our grand Lincoln. We wanted to know for whose discriminating eye the custom designed body was created.

One of the extras I received when the car was bought in 1965, was the usual rumor that the auto had been built for some famous person. In this case, the famous person was a member of the Ringling family of circus fame. Because of this rumor, my family decided it would be interesting to try and track down the facts.

The most recent twenty years were easy, we simply questioned two of the previous owners whom we were acquainted with. The following story is what we know about the car, so far.

This 1936 Lincoln was bought from a used car lot in Chicago, Ill. in 1946 by a Mr. Sig Signor. He used it to pull a trailer to haul an animal act to fairs throughout the country. When I bought the car it still had a six inch hole in the rear panel and in the floor board to accomodate a beam with which to pull the trailer. The rear seats were gone so the dogs could be kept in the passenger compartment. Mr. Signor lived in Minneapolis in 1952 and at that time ran a newspaper ad to sell the Lincoln to the highest bidder over \$50.00. Mr. John Morgan offered him \$51.00 and bought the car.

(Ed Note: Mr. Morgan owned many classics at a time when it was not fashionable, he just loved the cars for what they were.) In 1953 John sold the car to Mr. Julian Moffit who stored it until he passed away in 1960. Then Odd Braathen bought the car from Mrs. Moffit and moved it to north Minneapolis. I bought the car in 1965 and moved it to my home in River Falls, Wisc. With the restoration started, we moved to Hamilton, Montana, in 1970. Relocating the Lincoln over the continental divide was a trilogy of effort. First, a piecemeal collection of parts was transported along with our household goods. Next the body came west, followed by still another round trip when the engine was ready. We were yet faced with the largest hurdle in restoration, and with digging into the obscure data on the even more obscure history of the Lincoln's earlier years.



Since we were living in Wisconsin when I bought the car, the most obvious place to pursue the possible Ringling ownership was the Circus World Museum in the home town of the Ringling brothers in Baraboo, Fl. A couple of weeks after our visit with the director of the museum, we received the following letter:



Dear Mr. Blade,

Your Lincoln automobile has pretty surely been identified as one belonging to Richard Ringling, son of Alf T. Ringling. Richard was set up in the circus business in 1917 by his father, the circus being called the R.T. Richards Circus. This Ringling wasn't too interested in the circus and later sold it, went to Montana, and started in the ranching and lumbering business. Still living in the good old Ringling style, he probably acquired the Lincoln at that time. This information came from Earl Schilling, who was for many years the man who drove the Ringling's personal cars.

Sincerely  
Paul Lucky

Our elation over the successful detective work lasted until my son brought home a library book covering the Ringling family history. We discovered that Richard Ringling died in 1936, the year our Lincoln was built! Sooo.. back on the trail.

A Montana vacation trip took us to the town of White Sulfur Springs where some of the townspeople knew the Ringlings. All the family property there is now sold and no one recalls seeing the car during the thirty's.

Two other probes brought forth these letters:

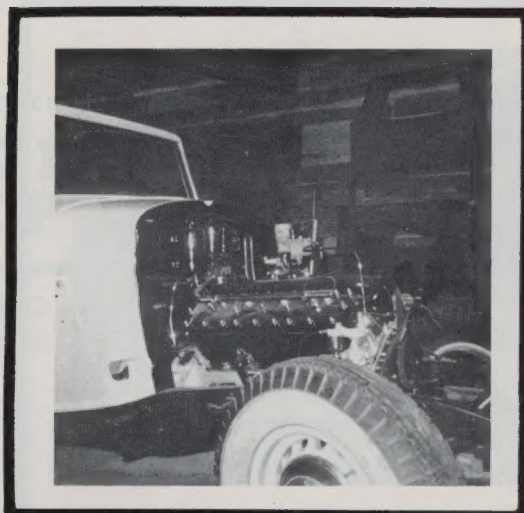
Dear Mr. Blade,

This is the extent of our knowledge of vehicle #K-5686: it was Product #5747, Body #4-2, Type #329B, Color #Black, Trim #L-745-D, Lock/Ignition #787, Compartment #2678.

David Crispen,  
Archivist  
Ford Archives



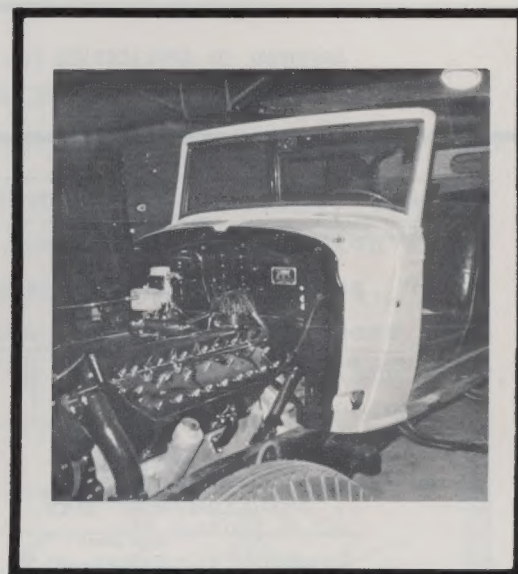
Brunn, Body #4-2, Type #329B



In 1974, Mr. Hermann C. Brunn responded with this hand-written letter which I cherish greatly.

Dear Mr. Blade,

I am always glad to hear from owners of Brunn bodies and to assist in their restoration problems if possible. In your case I am sorry, but I cannot help. Your car is



one of a series built in 1936 and I have no records telling me the original owner's name. In some cases we did know, but in most we did not. Specifications came to us from the Lincoln Division. We completed the body and shipped it to Detroit for mounting on the chassis, and the car was delivered to the dealer from there. When we did know the owner's name, it was when there was something unique or special about the one job. In the case of individual jobs we of course dealt directly with the customer and the dealer. Again, I am sorry I cannot help and wish you the best of luck in your restoration efforts.

Sincerely  
Hermann C. Brunn





Well, that is the way the investigation stands at this time, and we can only guess at those first ten years. Perhaps Richard Ringling died before he could take possession of his Lincoln. He was an invalid in later years and such a car would have been appropriate for him. Perhaps the Ringling

bit is a fantasy initiated by the carnival follower.

It suffices now that we have the big Lincoln to drive, maintain and enjoy, and maybe someday we'll find someone to fill in the missing ten years of history.

APPROVAL OF APPLICATION FOR REENTRY OF SECOND-CLASS PUBLICATION  
THE FORK AND BLADE

<p>16. POSTMASTER'S NOTIFICATION TO APPLICANT</p> <p>Your application for second-class reentry because of a change in <del>NO CHANGE</del> location has been approved subject to applicable rates and conditions (part 132, Postal Manual).</p>		
17. POST OFFICE, STATE AND ZIP CODE	18. DATE	19. SIGNATURE OF POSTMASTER
Algonquin, Il. 60102	3-7-77	William J. Soto
<p>TO: Fork &amp; Blade (PUBLICATION)</p> <p>821 W. Chicago St. (STREET ADDRESS)</p> <p>Algonquin, Il. 60102 (POST OFFICE) (STATE) (ZIP CODE)</p>		<p>RECEIVED</p> <p>MAR 7 1977</p> <p>WAUCONDA TOOL &amp; ETC.</p>

POD FORM 3510  
Apr. 1967

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We have revised our records to reflect the changes requested by the publisher. Our office took this action on the assumption that the publication continues to meet all requirements for second-class mail eligibility and has made no review of the publication's eligibility for second-class mail privileges. The following is a summary of our records on the publication.

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ADDRESS: 14, VOLKHONKA ST., 119902, MOSCOW, USSR TELEX: 7135, 7253 TELEPHONE: 202-85-35, 202-83-37

57/05113- 010173 4. V. 76

HARRY F. KAPHINGST  
1260 Tower Drive  
Newport, Minn. 55055  
U.S.A.

Dear Mr. Kaphingst,

In reply to Your letter dated the 13th January, 1976 we regret to inform You that we are not in a position to render You assistance in purchasing LINCOLN autos, 1930-1935 years production, or loose parts, as the above cars haven't been in exploitation in the USSR for a long time.

Truly yours,

V/O "Avtoexport".



# HEAVY TRAFFIC

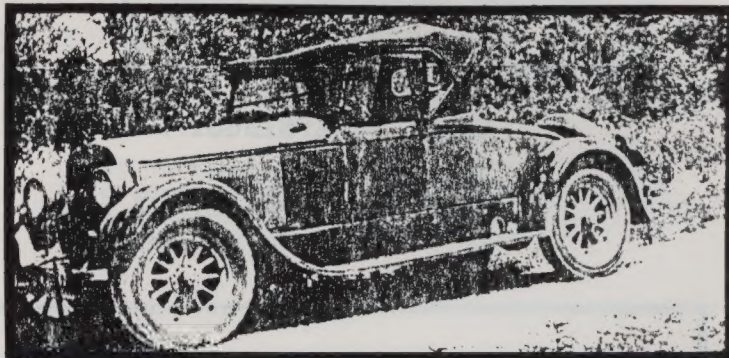
## TRADE

1932 rear bumper assembly in very good replatable condition. Set of 1935 side mount spare covers. Would like to trade them for the forward splash apron (goes below radiator) and an authentic motormeter for a 1922 Leland Lincoln. Carl King, 2207 Fairview East, Seattle, Wa. 98102

## FOR SALE

Lincoln Motor Co. stock certificates, original, issued 1920-1921, signed by Wm. C. Leland and Wm. T. Nash, excellent condition, suitable for framing, \$5.00 each. I also have Nash Motor Co., Hudson Motor Co., and Kaiser Fraizer Corp. originals not copies, for \$3.50 each or three for \$9.00, or will trade for other car co stock issues. Please send stamped self-addressed envelope. B. Eugene McNeilage, Box 2100, Dearborn, Michigan 48123. 313-563-5060

1925 Lincoln best offer over \$10,000.00. John E. Johnson, RR# 1, Spencerville, Indiana 46788



I have a Zephyr and am interested in helping out other Lincoln owners. I have access to a wood spoked Lincoln chassis. It is in good shape considering the many years outside in the desert air. All four wooden wheels appear to be in good condition. The hubcaps are there as are the drums, front end, shocks, frame, etc. It should be of value to some collector. I will have pictures available in a short time. Roger Sathre, 10680 Hollendale Drive, Boise, Idaho 83705

1928 Lincoln intake manifold, carburetor and air cleaner assy., \$180.00, also new cowl band, \$100.00. Mike Sherer, 3241 North Burkhart Road, Howell, MI. 48843, 517-546-1526

For "L" Model Lincolns: Now available, a kit to rebuild the oil sight-gauge on the "L" engine. Kit includes an excellent reproduction of the aluminum "FULL-FILL-DANGER" card with authentic attaching rivets, acrylic sight-tube of correct dimensions, acrylic "FILL" jewel and indicator ball, all gaskets, and instructions, \$15.00 post-paid. Harold C. Bowen, 7018 Trask Ave., Playa del Ray, California 90291. 213-821-2721

The following are for Model "L" Lincolns only: I have two Carburetor-Manifold kits left. When these are gone there will be no more. Complete Kit including instructions for installation \$275.00. Parts for sale-one set of re-bilt shocks front and rear, fan and fan hub excellent condition, one Trilin tail light complete, complete set of engine splash pans ready to install, one re-bilt water pump, Lincoln Greyhound perfect, step plate for roadster or convertible, a set of head lights for a 1928 or 1929, radiator shells for 1928 and 1929, a pair of locks with keys for side mounts, cover for horn wires, cover for generator wires, and loads of engine parts. Write your needs SASE for reply.

also

1928 Sport Roadster, Locke body, Best of Show at Lincoln Owner's Meet, new leather, re-bilt engine. Sig Stensland, 4420 Tipsico Lake Road, Milford, Michigan 48042. 313-887-5482

1933 KA Convertible Roadster by Dietrich, type 513A with rumble seat, six wire wheels, trunk rack, trunk. Complete and original unrestored example. Very rare model. Of 85 built less than ten are known to exist, two of which are in famous museum collections. No rust nor rot. Good condition throughout but needs cosmetic restoration. Ran fine when stored about ten years ago. No recent pictures. Phone calls preferred.

also

1934 KA 5-passenger Sedan, type 525. A fine original Lincoln with six wire wheels, trunk rack, trunk, and the rare factory free-wheeling which was installed as an option on only a few KA's. Absolutely no rust nor rot anywhere. Paint, upholstery and chrome are good, tires fair to good. A presentable Lincoln to enjoy or a quick and easy high point restoration. A fine tour car with lots of go and factor assist power brakes. No recent pictures. In dry storage for the last ten years. Phone calls preferred. Harrison P. Bridge, 50 Fernwood Road, Chestnut Hill, Mass. 02167. 617-277-0506 or 617-428-6600



## FOR SALE CONTD.

1935 K, Semi-Collapsible Landaulet Town Car by Brunn, low mileage, runs well, needs restoration. This car is owned by a non-member who can be reached through Joe Hordubay.

1934-1940 K, perfect reproduction parts: Water pump drain plug \$12.00 (have 7 only), spring shackle precision spacers \$4.00 each, oil pan drain plugs for 1921-1940 \$6.00, water pump nut-bushing \$6.00, front cover oil seal \$4.00, head-stud corrosion cutter \$15.00 (last call for this item, no more will be made up), grill medallion chrome mounting ring \$10.00, running board flashing felt \$6.00 a pair, glove box gold velvet \$6.00, Xerox copy of instruction book \$20.00, radiator lower hose elbow \$10.00, radiator upper hoses \$10.00 a pair for 1933-1934 Lincolns, all models repro. chromed gas cap \$35.00 (have only 3 and will make no more), 1932 upper radiator hoses \$10.00 per pair. Original 1925 L Owners Manual, less back cover, has finger marks never folded or creased \$35.00. Xerox copies of MOTORS section on 1934-1940 cars \$5.00. As always satisfaction guaranteed or full refund. H. Kaphingst, 5825 Tower Drive, Newport, Minnesota 55055

1935 K, Both engine blocks, exterior freeze cracks properly welded and functional, 12 original standard pistons, 12 new Jahns pistons .030" oversize with pins and rings. Will not sell separately. Make offer. I also have a complete transmission with free-wheeling unit and dash control, hand-brake lever, and brake and clutch pedals. Good condition and cleaned up. Make offer. I will pay shipping. George Strausse, 2120 37th Street, Rock Island, Ill. 61201 309-788-6887

## WANTED

For 1925 L, need engine overhaul gasket set (esp. heads, manifolds, etc.). Richard J.M. Bell, 1427 Klondike Avenue SW., Calgary, Alberta T2V219

For 1928 L, engine splash pans both sides, special acorn nut for top of carb., clamp for luggage rack for locking in up position, working speedometer, clock winding stem, grease cup for water pump. Robert Shol, 1101 Martin Road, Santa Cruz, California 95060 408-423-2907

URGENT PLEASE. I need sixteen type "c" lower valve spring seats to fit "new" type "c" springs which are heavier gauge 7/32" thick and the large end of springs internal diameter is 1" (as fitted in 1929 and after). I also need a 1925 left side tail light arm (top part is brass and the stem is steel). P. Harris-Mayes, "Waimarino", Manor Avenue, Deal, CT 14-9PN, England P.S. I could also use L ignition parts.

Wanted 1932 KB, hub caps, Owner's and service manuals. 1931 K, service manual and any color sales literature for 1931 and 1932. I also want any and all issues of the F&B printed before May 1969. Bob Schill, Box 52, Hinsdale, NH. 03451 603-336-5801

Want to buy a combination mirror and clock by Sandoz, Waltham, or Elgin. Have electric dash clocks for 1929-1930, Seth Thomas or 1933 Waltham to use in trade. B.E. White, 5416 Tidewater Drive, Norfolk, Va. 23509

1933-1934 Lincoln trunk rack and long trim strips, spare tire locks. C. Chrisman, 1915 Humboldt Avenue South, Minneapolis, Minnesota 55403

1934-35 KA, needs manifolds, carburetor, distributor. Would consider complete or partial motor with any of these parts. Radiator cap or radiator cap with greyhound, lenses for parking and tail lights. Howard W. Wendling, 51 South Vernon Lane, Fort Thomas, Ky. 41075 261-8300

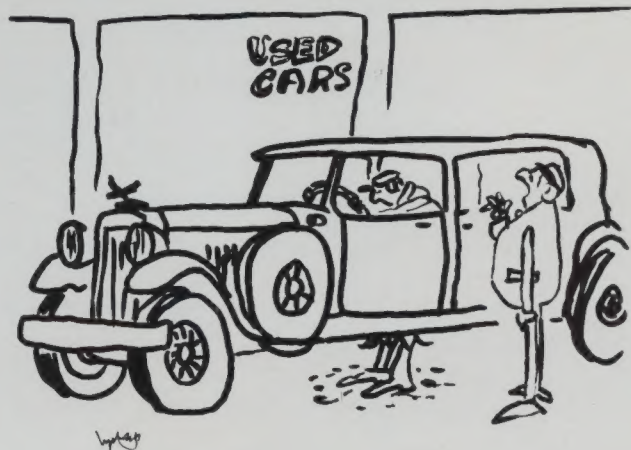
1935 K, needs three 17" forged wire wheels. Eileen Rhyner, 84 San Benancio Road, Salinas, California 93901 408-484-1278

1936 K, right side running board for long wheel base, or any suggestions for replacing the rubber mat. Art Blade, S.E. 609 Fish Hatchery Road, Hamilton, Montana 59840

## LEADS

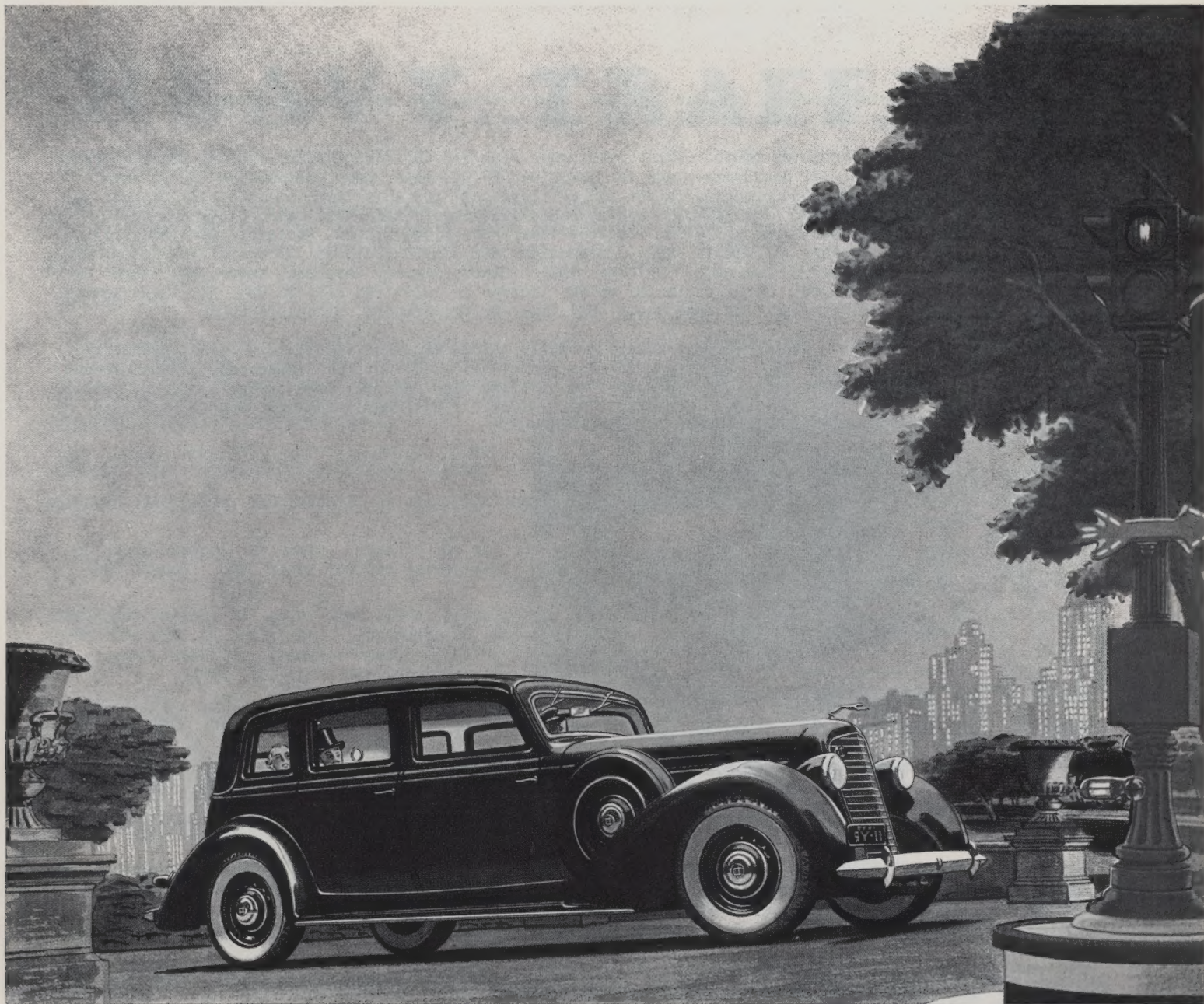
The following parts can be bought from Egge Machine, 8403 Allport Ave., Santa Fe Springs, California 90670. 213-945-3419 The prices listed here are for the 1925 L with other years varying up and down. Pin bushings \$2.75 each, pistons \$20.00 each, rings \$35.00 full set, valves \$9.00 each, guides \$6.00 each, timing chain \$72.00, cam rollers and pins \$7.00 each. Sent in by Mr. P. Harris-Mayers.

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